

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
44, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
88, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
MITSUMI BUSSAN KAISHA
(MITSUMI & CO.)
HEAD OFFICE: 43, SARAKAWA-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE OF WELLES STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chongulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Wakamatsu,
Karatani, Nagasaki, Kuchinotsu, Sasebo, Maidzuru, Milko, Hakodate,
Taipei, etc.
Telegraphic Address: 'MITSUMI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the
State Railways; Trunk Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Manaka,
Mannoura, Onoura, Otajji, Sasahara, Tsukuburo, Yoshinomi, Yoshio, Yonokibara,
and other Coals.
N. INUZUKA, Manager, Hongkong.
Hongkong, April 17, 1902.

CHOICE AUSTRALIAN WINES

IN FINE CONDITION.

Bottled by Messrs SANDEMAN, Sydney, N.S.W.

CLARET.

	Per dozen quarts.	Per bottle.
Reserve Extra	\$12.00	\$1.00
Reserve Special	15.00	1.25
Reserve Extra Special	18.00	1.50
Supreme	21.00	1.75

HOCK.

	Per dozen quarts.	Per bottle.
Reserve Extra	12.00	1.00
Reserve Special	15.00	1.25
Reserve Extra Special	18.00	1.50
Supreme	21.00	1.75

Sole Agents

A. S. WATSON & Co., Ltd.,
Wine and Spirit Merchants.
THE HONGKONG DISPENSARY.

'DARTING' LANOLINE
Natural Toilet Preparations.
"DARTING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.
"DARTING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.
Wholesale: 67, Holborn Viaduct, E.C.

EDWARDS' HARLENE FOR THE HAIR
THE GREAT HAIR PRODUCER & RESTORER
The Very Finest Dressing. Specially Prepared and Delicately Perfumed.
A LUXURY AND A NECESSITY TO EVERY MODERN TOILET.
Restores the Hair, Promotes the Growth, Arrests the Fall, Strengthens the Roots, Preserves the Hair, Removes Dandruff, Alleviates Itchiness.
"HARLENE" Dressings and Invigorates Children's Hair.
Full description and directions for use in 20 languages supplied with every bottle.
1/4, 2/6 and (large 2 1/2 size) 4/6 per Bottle of Dressing &c., all over the World.
EDWARDS' "HARLENE" Co., 65 & 66, HIGH HOLBORN, LONDON, W.C.

Intimations.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held in the OFFICES of the GENERAL MANAGERS, on MONDAY, the 15th SEPTEMBER, at 11.30 A.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 14th Instant, both days inclusive.
JARDINE, MATTHEWS & CO., General Managers.
Hongkong, September 2, 1902. 1791

PERSEVERANCE LODGE OF HONGKONG, No. 1, 165.
A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 16th Instant, at 8.30 for 9.00 p.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 14th Instant, both days inclusive.
JARDINE, MATTHEWS & CO., General Managers.
Hongkong, September 2, 1902. 1791

THE TRADE MARKS ORDINANCE, 1900.
APPLICATION FOR REGISTRATION OF TRADE MARK.
NOTICE IS HEREBY GIVEN that TING SHING FOOK carrying on business at No. 63 Des Vaux Road Central Victoria in the Colony of Hongkong and elsewhere as TING SHING FOOK, has applied for the registration in Hongkong in the Register of TRADE MARKS of the following Trade Mark:
The Chinese Characters 天成福 (TING SHING FOOK) and the Chinese Characters 一心堂 (YAT SHUN TUNG) above them. All enclosed in a square fancy design.
In the name of TING SHING FOOK who claim to be the Proprietors thereof.
The TRADE MARK has been used by the applicants for a considerable number of years in respect of the following goods:
Manufactured Chinese Tobacco in Class 40.
A Facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the undersigned.
Dated the 12th day of June 1902.
JOHNSON, STOKES & MASTER, Solicitors for the Applicants.
12, Queen's Road Central, Hongkong. 1246

Kinghorn & Macdonald,
Consulting Mechanical Engineers and Surveyors.
CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.
ICE MAKING
MESSRS. KINGHORN AND MACDONALD having been appointed Sole Agents for Messrs. J. and E. HALL'S Patent Refrigerating Machinery, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.
Office: No. 13 BEACONSFIELD ARCADE (Ground Floor).
Telephone No. 143.
Two Queens' Buildings, Hongkong.
A. B. C. and A 1 Codes used.
JOHN W. KINGHORN, M.I.M.E., M.I.Mech.E., J. and E. HALL'S PATENT REFRIGERATING MACHINERY.
DONALD MACDONALD, Hongkong, May 28, 1902. 1093

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Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, the 27th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1902.
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th September, both days inclusive.
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, September 9, 1902. 1849

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur ENLARGEMENTS A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
1587

COSSMOPOLITAN HOUSE,
With Excellent Board and Lodging at moderate terms,
No. 34, QUEEN'S ROAD CENTRAL, HONGKONG.
KWONG SAM YU, Proprietor.
Hongkong, July 8, 1902. 1419

EUROPEAN BAKERY CO.,
142, PRATY EAST, HONGKONG;
35, ELGIN ROAD, KOWLOON.
THE EUROPEAN BAKERY COMPANY respectfully inform the public that they are now preparing to supply all kinds of Bread, Cakes, Fancy Biscuits, &c., to their customers both in Hongkong and Kowloon. Our Bread is made of German yeast and best flour, and is the best Bread that has ever been made in this Colony. Its beautiful taste and smell has no equal. The work is under European supervision, and people can be insured to have wholesome and well baked Bread as they had at home. All our Bread will be stamped "E.B.C."
Sample free on application to the above address.
Price ... Seven Cents per Pound.
Hongkong, August 19, 1902. 1502

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.
NEW REGULATIONS.
SUBSCRIBERS are notified that when A CALL IS MADE and the TELEPHONE IS NOT ANSWERED by the PERSON ACTUALLY REQUIRED, instead of Listening until this Person can be found it is better to give their Name and Number to anyone answering, and then TO RING OFF.

WHEN THE PERSON REQUIRED REACHES THE INSTRUMENT, A FRESH CALL CAN THEN BE MADE FROM THAT END.
For full particulars, &c., &c., Apply to
W. STUART HARRISON, Manager.
Hongkong, September 1st 1901. 141

WEEKLY NEWS FOR HOME.
The Overland China Mail
Published to suit the Departure of each English and French Mail Steamer to Europe.
Entrusted to the Society of the "MISSION ETHERIENS."
(Translated by EDWARD HARPER PARKER and Reprinted from "THE CHINA REVIEW.")
PRICE ONE DOLLAR.
In Sale at KELLY & WALSH, LTD.

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THE ANGLO-AMERICAN STORES.
No. 1 and 3, Wellington Street, Hongkong, and 64, Elgin Road, Kowloon.
High-Class Provisions.
ALL GOODS GUARANTEED TO BE FRESH.
PRICES VERY REASONABLE.
Sewing Machines of the Best makes in stock.
Orders promptly attended to.
DOOLITTLE & POLLOCK, PROPRIETORS.
1729

TO LET.
A GODOWN, very Suitable for dry Storage, Ground floor space 3000 Square feet.
For Particulars, apply to
W. LYSAGHT,
161, Wanchai.
Hongkong, September 11, 1902. 1862

TO LET FURNISHED.
BRIGHT AIRY BEDROOM and SITTING ROOM, KITCHEN and BATHROOM. Moderate terms; pleasant View and Healthy.
Apply 'M.'
Care of 'CHINA MAIL' Office.
Hongkong, September 11, 1902. 1863

TO LET.
N. 1 QUEEN'S GARDENS. Immediate entry. Apply to G. C. ANDERSON, 4 Peddar Street.
Hongkong, February 15, 1902. 388

TO LET.
GODOWNS at WANCHAI, suitable for storage of coal or any other Merchandise.
Apply to
HASON LEE,
No. 25B, Queen's Road.
Hongkong, August 30, 1902. 1784

TO BE LET.
GODOWN No. 1 (GROUND and TOP FLOORS)—Storing capacity about 3,000 tons—PRATY EAST.
Apply to
MOK MAN CHEUNG,
Comptroller Dept., BUTTERFIELD & SWIRE.
Hongkong, August 22, 1902. 1731

TO LET.
HOUSES in CLIFTON GARDENS. HOUSES at CAUSEWAY BAY, FACING THE POLO GROUND. No. 11 MACDONNELL ROAD. THE RETREAT, MOUNT KELLET. GODOWNS at WINGLINGTON (Praya East).
A HOUSE in RIPPON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, September 10, 1902. 1853

TO LET.
NOS. 10, 12 and 14 LEIGHTON HILL ROAD.
For Particulars, please apply to
MR. LI PAK,
Care of Comptroller, NIPPO, YAM, KASU.
First Floor, No. 1 Princes Buildings, Canton Road.
Hongkong, September 9, 1902. 1844

TO LET.
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Entrusted to the Society of the "MISSION ETHERIENS."
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CHARACTERISTICS OF THE ENGLISHMAN.

The Englishman does nothing by halves. His favourite adjective is the adjective thorough. The more difficulties he has to surmount the more he feels in his element. He is a curious mixture of lion, mule and octopus. We have some experience of him on the continent. If we take an Englishman to visit the ruins of some old castle or cathedral he will not rest until he has thrust his nose into every nook and cranny of the place and climbed the most crumbling walls at the risk of breaking his neck over and over again.

He has seen nothing if he has not seen the lot. And we consider ourselves lucky if he has not profited by our backs being turned for a moment to go and hoist the Union Jack on top of some lonely tower. That is his little weakness, and one which makes him somewhat inconvenient; but if you want to be successful in this world, the first thing you have got to learn is how to make yourself at home everywhere.

Truly a strange being, and always an interesting subject study, is this same Englishman, with his eccentricities, his contradictions, his sterling qualities and his amazing fad. A man, capable of combining a thousand different personages, of playing all over the world a thousand different parts, of doing in Rome (to use his own words) as the Romans do; extreme in all his acts, presenting the most striking contrasts, but always guided by reason and by common sense. Fiery patriot, never admitting that he has been beaten, yet calmly bearing humiliations while awaiting the propitious moment for taking his innings.

In his Established Church, crying at the top of his voice that he is a miserable sinner, outside that church a man who, if you were to take him at his word, would knock you down on the spot. Worshipper of Mammon and Jehovah, a man most concerned in the interests of the next world and most wrapped up in the concerns of this.

In the singular, a man upon whose word you can rely as you would upon a trusty sword; in the plural, as a nation—well, let us say the shrewdest of diplomatists. The staunchest monarchist

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REQUISITES.

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WHITE WINES	8.00 " 13.00	
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ST. LEON TONIC WINE	21.00	
BURGUNDIES	14.00 " 30.00	

E. PRICE & CO.,
12, Queen's Road.

MEMOS. FOR TO-MORROW.

Meeting.
Transfer Books of The Douglas Steamship Co., Ltd. closed from this date to the 27th September, inclusive.

Miscellaneous.
4 p.m. Aquatic Sports.

General Memoranda.

Monday, September 15.
11.30 p.m.—Meeting of Shareholders of The Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

Tuesday, September 16.
9 p.m.—Meeting of Perseverance Lodge.

Thursday, September 18.
Cauls for 80-ton undelivered after this date subject to rent and handling charges.

Friday, September 19.
Noon—Meeting of Shareholders of The Douglas Steamship Co., Ltd., at the Club.

Notice.

CAUTION—A firm and twisting of the intestines and is accompanied by severe pain. Consult Dr. C. J. F. Synnott, M.D., at the Dispensary, 12, Queen's Road, for the remedy to this disease. Every household should have a bottle at hand. It may save a life. For sale by All Dealers: WATSON & CO., Ltd., General Agents.



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SCOTCH WHISKY IN THE EAST.

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THE HONGKONG DISPENSARY.

BIRTHS.

At Bangkok, on the 20th August, the wife of Mr. D. M. HONNE, of a Daughter. On 8th Sept., at 1a, Nanking Road, Shanghai, the wife of Major O'BRIEN, 14th Sikhs, of a Son.

MARRIAGE.

At Trinity Cathedral, Shanghai, on the 6th September, by the Rev. C. J. F. Synnott, WILLIAM THOMSON, marine superintendent, Indo-China Steam Navigation Company, to ALICE ANN ARTHURSON, widow of the late Captain James Price, and youngest daughter of the late J. W. Ord, marine surveyor, Amoy.

DEATHS.

On the 10th September, at Balmaghay Avenue, Partick, Glasgow, DAVID R. CRAWFORD (late of Messrs Lane, Crawford & Co., Hongkong). By cable.

At Chefoo, on the 1st September, Madame R. PIERRE, nee Jaffray.

The publication of this issue commenced at 5.40 p.m.

The China Mail.

HONGKONG, FRIDAY, SEPTEMBER 12, 1902.

SHANGHAI exchanged to hand by the P. and O. mail steamer *Paranatta* to-day contain the full text of the new Commercial Treaty signed by the British and the Chinese Commissioners at Shanghai on the 5th inst. We believe that down to the present date no official communication regarding the provisions of the Treaty was made to the Hongkong General Chamber of Commerce or to the Hongkong Branch of the China Association, so that it cannot be said that the members of either of these organizations have approved or disapproved of the main provisions of the new Treaty. But it will be seen from the Special Telegram from our Shanghai Correspondent, which we publish in this issue, that the Shanghai commercial men, who have had time to read and digest the Treaty, are less favourable to it than was at first the case. Not only that, but the people in London interested in the China trade are dubious of the value of the Treaty. Shanghai opinion seems to be that, although the Treaty may be in the main, it is impracticable. Why they consider it so is not yet explained, but as the value of the Treaty depends upon its fulfilment by the Chinese officials we may assume that Shanghai opinion, like that already expressed in Hongkong, is influenced by foreign experience of Chinese officials in the past and recent action of these officials at the Open Ports. The treatment of the opium trade at Swatow and Canton does not instil confidence in the Chinese officials, and the apparent determination of the provincial officials in Kwangtung to impose destination taxes upon goods sent up country under transit pass is a violation of the spirit of the old as well as the new Treaty.

We observe that the *Chinese of Hongkong*, in a recent article on the new Treaty under discussion, persists in the statement that it confers special privileges upon British commerce to the detriment of the commerce of other foreign traders in China. This is so obviously false that it is scarcely necessary to give the lie to our French contemporary. British merchants do not ask for any special commercial privileges in China. All they ask for is fair treatment, and the object of the new Treaty is rather to free the foreign trade in its entirety, irrespective of the country of origin, from the illegal exactions and local delays which it is subjected to at the present day by petty provincial officials. Incidentally, it seeks to place the native transit trade on a better footing, and if carried out in its true spirit we have not the slightest doubt that the ultimate gain to China as a nation and to the people of the country would be incalculable. French writers may see ulterior political aims in the Treaty, but that is not surprising. British policy in China in recent years has been directed to preserve the integrity of China coincident with a desire to enable her to place her financial arrangements upon a satisfactory basis. The 'open door' and 'equal opportunity for all' have been the watchwords of British merchants and British politicians alike. We are willing, at all times and anywhere, to meet the French or any other foreign competitors on equal terms; and if, under these conditions, British merchants and manufacturers are not able to hold their own then they deserve to go down before subtler competitors. It may not suit French politicians of the expansionist school that China should be placed in a state that will not justify territorial aggrandisement; but the British people cannot help that. It is a fundamental difference of aim which

can never be reconciled. With the full text of the Treaty before them, our French friends will be better able to judge the British policy in China, and unless they are hopelessly incapable of reading the document fairly, without reading into it their own prejudices, then they will see that we seek no advantages in China that the French cannot share in if they have the desire or ability to do so.

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'The principal question for us appears to be the same as before: what guarantees have Great Britain obtained that the like will actually be established and not in one form or another revised? We have repeatedly pointed out the risk of a possibility of introducing a strict control in this respect, as long as no railways traverse the country. But when, at some future day, the country has been actually opened up with the aid of railways, then the Chinese will dispute, we will not today touch upon the question whether it had not been advisable to delay the question of the abolition of the like until then, instead of requiring the abolition of the present Treaty, which is contrary to existing Treaties, from the Chinese under new weighty sacrifices, to day at the eleventh hour. The advantages of the abolition of the like are, however, considered so great that in order to gain them, commercial enterprises, which are ready to do so, are prepared to do so. It may here again be pointed out that the fact, gives reason for the many complaints, that the goods on which the duty is levied are not actually exposed to decay, and subject to deterioration, etc. As far as can be seen from what is known of the *Shanghai Mercury*, the Chinese in this matter will fully comply in the world with all the demands of the Chinese. But this can be justified through past experience can hardly be readily assented to. The fact, however, is that the Chinese Government has been able to satisfy the British Commissioners so that, even if it is in spite of that we cannot fancy that the Mandarins and their under-officials, in such a matter, have a considerable part of the like disappeared, should not be taken into account. The three-headed dragon, or at least the one, is therefore of opinion that it needs a substantial pledge to ensure the execution of the Chinese promises. But this is easy to obtain. Deserving great attention in this direction is a proposal of one of the oldest and most experienced men in China. He says: 'Although the principle that the tariff shall be paid, without going through the Peking treasury, is, in fact, the amounts need not be remitted at once, after they have been collected by the Maritime Customs, but should rather be kept in trust for one year as a security that actually no like and no other similar taxes will be levied in the interior on goods for which duty has been paid once.' His proposal therefore requires, to attain this end, a committee of trustees which should be formed, say of the representatives of the powers most interested in commerce with China, the German, British and American Consuls-General, one representative of the principal Banks, as also the Commissioner of Customs to represent the Chinese Government. The whole of the 25 per cent, duties would then have to be lodged to this committee, and would be kept by the latter for one year, and at the expiration of that period would be paid to the principal administrations, unless complaints had been received from their districts of illegal levying of like or other taxes. In case such complaints have been made, they would have to be settled before payment of the tariff was made. In this manner there would be a guarantee that on the part of the Chinese Government in Peking, as also in the Provincial capitals, there will not only be good will but that the carrying out of the treaty will be done with energy. The same should be thus withheld from the provinces for one year, are not so important, as that it should be possible for the government to overcome any inconvenience. The ability of the people to pay taxes is not so small as it is often said to be; if the total of the amounts which finally find their way to the government treasury is small, that is owing to a whole of different circumstances. We also are of opinion that only when such a guarantee has been pointed out above is provided, can the actual abolition of like be counted upon. This is and remains the principal point in the Commercial Treaty, and the Foreign Powers are satisfied with this, then the rest will follow, and there is no doubt that Mackay Treaty will then furnish a useful base for the negotiations of the other governments.'

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can never be reconciled. With the full text of the Treaty before them, our French friends will be better able to judge the British policy in China, and unless they are hopelessly incapable of reading the document fairly, without reading into it their own prejudices, then they will see that we seek no advantages in China that the French cannot share in if they have the desire or ability to do so.

The *Shanghai Mercury* publishes a translation of an able article on the Treaty by *Der Ostasiatische Lloyd*. In that article an attempt is made to discuss the Treaty on broad lines. Our German contemporary says:—'There are two particular points at which objection is taken, firstly the ten per cent duty on all products manufactured by foreign machinery in China, including the treaty ports, and again, the increased duty on foreign goods used by foreigners in the treaty ports; and it goes on to point out that the dissatisfaction is not confined to the British communities only but exists in Japan and among foreign merchants generally throughout the East. Our contemporary goes on to say, and with this quotation we leave the subject to the consideration of our readers:—

'The principal question for us appears to be the same as before: what guarantees have Great Britain obtained that the like will actually be established and not in one form or another revised? We have repeatedly pointed out the risk of a possibility of introducing a strict control in this respect, as long as no railways traverse the country. But when, at some future day, the country has been actually opened up with the aid of railways, then the Chinese will dispute, we will not today touch upon the question whether it had not been advisable to delay the question of the abolition of the like until then, instead of requiring the abolition of the present Treaty, which is contrary to existing Treaties, from the Chinese under new weighty sacrifices, to day at the eleventh hour. The advantages of the abolition of the like are, however, considered so great that in order to gain them, commercial enterprises, which are ready to do so, are prepared to do so. It may here again be pointed out that the fact, gives reason for the many complaints, that the goods on which the duty is levied are not actually exposed to decay, and subject to deterioration, etc. As far as can be seen from what is known of the *Shanghai Mercury*, the Chinese in this matter will fully comply in the world with all the demands of the Chinese. But this can be justified through past experience can hardly be readily assented to. The fact, however, is that the Chinese Government has been able to satisfy the British Commissioners so that, even if it is in spite of that we cannot fancy that the Mandarins and their under-officials, in such a matter, have a considerable part of the like disappeared, should not be taken into account. The three-headed dragon, or at least the one, is therefore of opinion that it needs a substantial pledge to ensure the execution of the Chinese promises. But this is easy to obtain. Deserving great attention in this direction is a proposal of one of the oldest and most experienced men in China. He says: 'Although the principle that the tariff shall be paid, without going through the Peking treasury, is, in fact, the amounts need not be remitted at once, after they have been collected by the Maritime Customs, but should rather be kept in trust for one year as a security that actually no like and no other similar taxes will be levied in the interior on goods for which duty has been paid once.' His proposal therefore requires, to attain this end, a committee of trustees which should be formed, say of the representatives of the powers most interested in commerce with China, the German, British and American Consuls-General, one representative of the principal Banks, as also the Commissioner of Customs to represent the Chinese Government. The whole of the 25 per cent, duties would then have to be lodged to this committee, and would be kept by the latter for one year, and at the expiration of that period would be paid to the principal administrations, unless complaints had been received from their districts of illegal levying of like or other taxes. In case such complaints have been made, they would have to be settled before payment of the tariff was made. In this manner there would be a guarantee that on the part of the Chinese Government in Peking, as also in the Provincial capitals, there will not only be good will but that the carrying out of the treaty will be done with energy. The same should be thus withheld from the provinces for one year, are not so important, as that it should be possible for the government to overcome any inconvenience. The ability of the people to pay taxes is not so small as it is often said to be; if the total of the amounts which finally find their way to the government treasury is small, that is owing to a whole of different circumstances. We also are of opinion that only when such a guarantee has been pointed out above is provided, can the actual abolition of like be counted upon. This is and remains the principal point in the Commercial Treaty, and the Foreign Powers are satisfied with this, then the rest will follow, and there is no doubt that Mackay Treaty will then furnish a useful base for the negotiations of the other governments.'

LOCAL AND GENERAL.

Notes by the Way.

Cholera continues its ravages at Nagasaki.

The Japanese cruiser *Yayeyama* was refloated on the 1st inst.

Dr Yasunori Ohira proposes to establish himself at Shashi on the Yangtze.

The Norwegian steamer *Tryn* has been sold to the Chiyuetsu Kisen Kaisha.

Native advisers to hand say that the Viceroy of Nanking, Liu Kun-yih, is slightly indisposed.

Speckols is establishing a new sugar refinery at Vancouver with a capital of six million dollars.

The Nippon Yusen Kaisha is displacing a large part of its native staff, and taking on foreigners.

The much-talked-of China-Japan Bank, with a capital of 20 million yen, is not unlikely to become an accomplished fact.

It is reported that Mr A. E. Olarovsky, Russian Minister to Bangkok, will shortly be appointed to Tokyo. Mr Olarovsky is now at home on leave.

Prince Tsai Chen, the Chinese special envoy to the Coronation, arrived at Tokyo on the 1st inst., and was received the next day by the Emperor and Empress of Japan.

According to a Tokio French Legation telegram, great inundations have occurred at Calcutta and many hundreds of lives have been lost. This may refer to the floods in Nepal.

Count Matsukata has contradicted his reported depreciation of the Trans-Siberian railway, and says now that nothing could possibly have been more comfortable than the journey or nothing better appointed than the carriages.

Great Britain has selected Sir Claude Macdonald, and Italy the Commander-in-Chief of the Indian squadron in these waters, to represent them at the celebration of the 40th anniversary of the Coronation of the Emperor of Corea.

Prince Komatsu arrived at Shinbashi on the 30th ult., and was received by Princess Komatsu, escorted by Prince Kanin, the representatives of the Crown Prince and the young Imperial Princesses, the Princes of the Blood, Ministers of State, the members of the Diplomatic Body, etc.

Mint at Kinkiang.
The new mint in Kinkiang has recently ordered from Shanghai 180 machines. The machines have already been sent to Kinkiang by a China Merchant steamer.

The Chinese Navy.
It is reported that Admiral Yi will be promoted in the near future and that Captain Nih has been named his successor as Admiral of the Peking squadron.

Giving Tobacco to Prisoners.
A contractor's coolie engaged on some work in Victoria Gaol was charged by Chief Warden Sinnott with conveying tobacco into the Gaol and giving it to a prisoner this morning. Mr Hazeldene sentenced the accused to two months' imprisonment.

Brave Russian Women.
Four women employed in the Russian Post and Telegraph Office at Blagovestchensk have been recently presented by the Russian Government with gold medals in recognition of the bravery shown by them during the bombardment of the town by the Chinese in the Boxer rising.

Death of Mr D. B. Crawford.
A telegram was received by Messrs Lane, Crawford and Co. this morning to the effect that Mr D. B. Crawford, formerly principal of the firm, had died on the 10th inst. As Mr and Mrs Crawford were residing in Partick, Glasgow, for the convenience of their son, Frank, who is in attendance at Glasgow University, after passing through Millhill School, it is presumed that the sad event occurred at Partick; but death must have been sudden, as recent letters received from Home gave no indication that Mr Crawford was other than in good health. Much regret will be felt by Mr and Mrs Crawford's large circle of friends in Hongkong and the Far East. The deceased was a Christian gentleman of exceptionally fine character, kind, generous, and thoughtful for others, ever sacrificing self for the good of others. He retired from the East in 1888, but returned to Hongkong in 1893, finally retiring from business last year, when he went Home, transferring the business of Messrs Lane, Crawford and Co. to the present partners, Messrs A. H. Skelton, Duncan Clark and C. W. Wilford. Mr Crawford took a prominent part in public affairs. He was a Justice of the Peace for Hongkong and for many years a member of the committee of management of the Union Church; and Hon. Treasurer of the St. Andrew's Society. All movements for the amelioration of the conditions of life of the soldiers and sailors had his active and generous support, but the extent of his private beneficence and generosity was known only to himself and those whom he helped in time of distress. He leaves a son and three daughters. The latter are all married, one being married in England, the others being Mrs Geo. A. Caldwell and Mrs Duncan Clark. For them and Mrs Crawford much sympathy will be felt by friends in the Colony and elsewhere.

<

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTIWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Königsberg*, Capt. Mayer, 17th September, 1902. Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Bombay*, Capt. Kirschner, 24th September, 1902. Freight.

FOR BREMEN, HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Frankfurt*, Capt. Prosch, 8th October, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

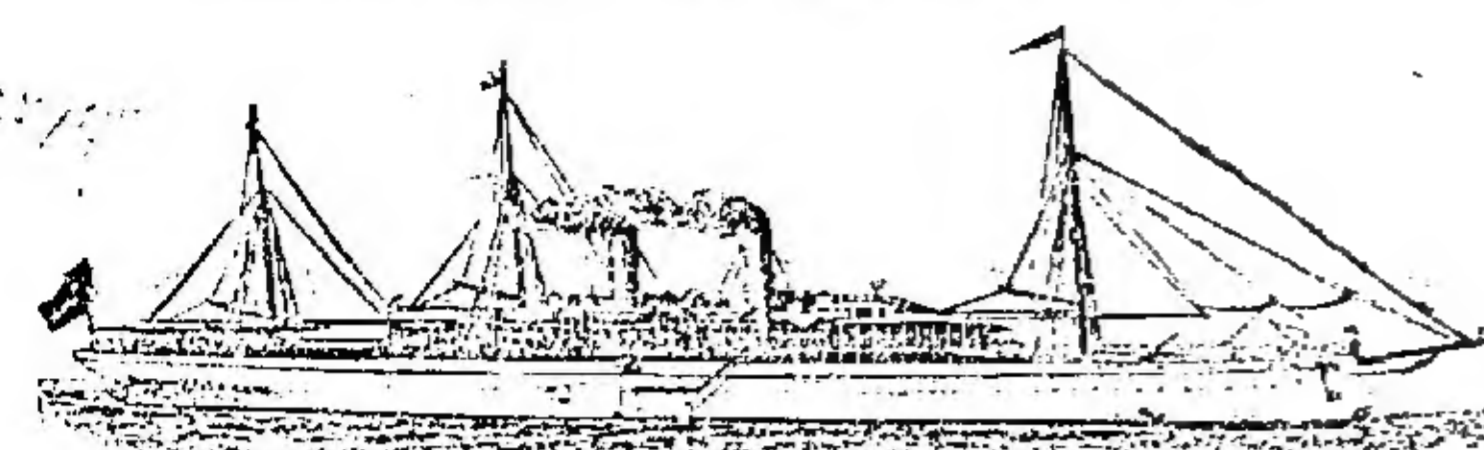
S.S. *Silva*, Capt. Behrens, 22nd October, 1902. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

Queen's Building, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw steamships—6,000 Tons—10,000 Horse power—Speed 19 knots, Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. *EMPEROR OF JAPAN*, Comdr. H. P. B. R.N.R., WEDNESDAY, Sept. 24.
R.M.S. *ATHENIAN*, Comdr. H. M. W. W. W. WEDNESDAY, Oct. 8.
R.M.S. *EMPEROR OF CHINA*, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, Oct. 22.
R.M.S. *EMPEROR OF INDIA*, Comdr. O. P. MAISHALL, R.N.R., WEDNESDAY, Nov. 19.
R.M.S. *TARTAR*, Comdr. E. B. B. B. WEDNESDAY, Dec. 3.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, valid for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missions, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIPS, second to none in the world, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, at additional sailings.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and the "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, September 11, 1902.

D. E. BROWN, General Agent,

PEDDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, HONGKONG.

INDRANAMHA R. P. Craven September 13, 1902

INDRAVELLI W. E. Craven October 14, 1902

INDRAPURA A. E. Hollingsworth November 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 5th September, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Destinations, Sailing Dates.

HAKATA MARU, F. L. SOMMER, MARSEILLES, LONDON, and ANTIWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID, SATURDAY, 20th Sept., at Daylight

KINSHU MARU, F. L. PINE, VICTORIA, B.C. and SEATTLE, U.S.A. Via SHANGHAI, MOJI, KOBE and YOKOHAMA, MONDAY, 22nd Sept., at 4 p.m.

IDZUMI MARU, F. W. HORTON, KOBE, THURSDAY, 25th Sept., at Noon

YAWATA MARU, A. E. MOSES, NAGASAKI, KOBE AND YOKOHAMA, FRIDAY, 26th Sept., at Noon

HITACHI MARU, J. CAMPBELL, KOBE and YOKOHAMA, FRIDAY, 26th Sept., at Noon

KUMANO MARU, E. W. HASWELL, SYDNEY and MELBOURNE, via THURSDAY TOWNS, VILK & BREMEN, SATURDAY, 4th October, at Noon

AWA MARU, N. TRENN, MARSEILLES, LONDON and ANTIWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID, SATURDAY, 4th Oct., at Noon

SHINANO MARU, W. H. COPE, VICTORIA, B.C. and SEATTLE, U.S.A. Via SHANGHAI, MOJI, KOBE and YOKOHAMA, MONDAY, 6th Oct., at 4 p.m.

For further information as to Freight, Passage, Sailing, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Canton Road.

A. S. Mihara Manager.

Hongkong, September 12, 1902.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED.

OUTWARDS.

FROM STEAMERS DUE

GLASGOW AND LIVERPOOL.....ACHILLES.....25th September.

GLASGOW AND LIVERPOOL.....MEVOLA.....1st October.

GLASGOW AND LIVERPOOL.....AGAMEMNON.....10th October.

GLASGOW AND LIVERPOOL.....DEUCALION.....16th October.

GLASGOW AND LIVERPOOL.....PATROCLOS.....24th October.

GLASGOW AND LIVERPOOL.....STENTOR.....30th October.

HOMEWARDS.

FROM STEAMERS TO SAIL

LIVERPOOL DIRECT.....PYRHIUS.....15th September.

LONDON.....DARDANUS.....16th September.

LONDON.....DIOMED.....30th September.

LONDON.....NESTOR.....14th October.

LONDON.....ACHILLES.....24th October.

LONDON.....MEVOLA.....11th November.

LONDON.....AGAMEMNON.....25th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 12, 1902.

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

OUTWARDS.

FROM STEAMERS DUE

GLASGOW AND LIVERPOOL.....KAIKOW.....15th September.

GLASGOW AND LIVERPOOL.....HYSON.....20th October.

TRANS-PACIFIC SERVICE.

FROM STEAMERS TO SAIL

VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.....HYSON.....2nd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 8, 1902.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI.....WONGSING.....13th September.

NINGPOO AND SHANGHAI.....PARROT.....13th September.

THURSDAY ISLAND, COURTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....CHANGSIA.....13th Sept., at Noon.

POOCHOW.....CHANGSIA.....16th September.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo on this bill of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand other and Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, September 12, 1902.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAMERS FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTIWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers, Sailing Dates.

PRINCESS IRENE.....WEDNESDAY, 17th September.

PRINZ REGENT LUITPOLD.....WEDNESDAY, 1st October.

PRINZESSIN.....WEDNESDAY, 15th October.

HAMBURG.....WEDNESDAY, 29th October.

SAV HSEN.....WEDNESDAY, 12th November.

GEIRA.....WEDNESDAY, 26th November.

KLAUSCHOU.....WEDNESDAY, 10th December.

BAYERN.....WEDNESDAY, 24th December.

KONIG ALBERT.....WEDNESDAY, 7th Jan., 1903.

Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of September, 1902, at Noon, the Steamship PRINCESS IRENE, of the NORDDEUTSCHER LLOYD, Capt. G. DANNEMANN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Shipping Orders will be granted till Noon, on Monday, the 15th September, and Parcels will be received on Board until 5 p.m. on Tuesday, the 16th Sept., and Parcels will be received at the Agency's Office until Noon on Tuesday, the 16th Sept.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to Norddeutscher Lloyd.

Melchers & Co., Agents.

4937

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG:

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers, Tons, Captains, 1902.

GLENAGLE 3750 G. K. Warner Sept. 20.

PLEIADIS 3753 W. H. Smith Oct. 4.

VICTORIA 3502 J. Pantou Oct. 18.

OLYMPIA 2857 J. Trubridge Oct. 24.

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, September 12, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named:—

FOR SHANGHAI.....Valletta.....A. G. CUBITT, R.N.R.About 13th Sept.

LONDON, &c.....Paravalia.....F. J. FoxNoon, 13th Sept.

SINGAPORE, PANG.....Nankin.....C. J. BENTON, R.N.R.About 17th Sept.

AND BOMBAY.....Nankin.....W. HAYWARD, R.N.R.Noon, 19th Sept.

YMA VIA SHAI.....Nankin.....G. W. BARTON, R.N.R.About 20th Sept.

MOJI AND KOBE.....Nankin.....G. W. BARTON, R.N.R.About 20th Sept.

* See Special Advertisement.

* For Freight only.

† Calling at Colombo if sufficient inducement offered.

For Freight or passage, and further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 11, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI VIA SWATOW.....DAMIN MARU.....SUNDAY, 14th

AND AMOI.....T. OZAKA.....September.

ANPING, via SWATOW.....MAIDZURU MARU.....WEDNESDAY, 17th

TAMSUI, via SWATOW.....T. SAKO.....September.

AND AMOI.....DAIGI MARU.....SUNDAY, 21st

T. KIZANO.....September.

POOCHOW, via SWATOW.....ANPING MARU.....WEDNESDAY, 24th

AND AMOI.....K. SUZUKI.....September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Puntoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, MANAGER.

Hongkong, September 11, 1902.

CHINA NAVIGATION
CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undermentioned.

NEXT SAILINGS.

"CHANGSIA".....leaves on 13th Sept.

"CHINGTU".....".....29th

"TAIYUAN".....".....24th Oct.

"TSINAN".....".....15th Nov.

Superior accommodation and ships—Electric Light throughout—Fitted with Refrigerators, which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

Hongkong, August 26, 1902.

1660

TOYO KISEN KAISHA

(ORIENTAL S. S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's Well-known Steamship ROSETTA MARU, 3976 Tons, Captain TATE, will be despatched hence for MANILA, on SATURDAY, the 13th Inst., at 3 p.m.

This Steamer has superior accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to SANDER, WHEELER & Co., Agents.

Hongkong, September 9, 1902.

1615

AUSTRIAN NAVIGATION COMPANY.

LLOYD'S STEAMSHIP COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship TRIESTE, Captain MECHEL, will leave for the above places on WEDNESDAY, the 17th Inst., at 4 p.m.

Highest Class Passenger Steamers, High powered, newest and most up to date on the run. All accommodation and ships. Electric Light, and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SANDER, WHEELER & Co., Agents.

Hongkong, September 9, 1902.

1650

AUSTRIAN NAVIGATION COMPANY.

LLOYD'S STEAMSHIP COMPANY.

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For Freight or Passage, apply to SANDER, WHEELER & Co., Agents.

Hongkong, September 9, 1902.

1650

Vessels Advertised as Loading

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Changsha (a)	Butterfield & Swire	Sept. 13, at noon.
Australian Ports	Chingtau (s)	Butterfield & Swire	Sept. 29.
Australian Ports	Taiyuan (a)	Butterfield & Swire	October 24.
Australian Ports	Taiwan (s)	Butterfield & Swire	November 16.
Bremen, &c.	Prinzess	Melchers & Co.	Sept. 17, at noon.
Bremen, &c.	Prinz Regent Luitpold	Melchers & Co.	October 1, at noon.
Havre and Hamburg.	Königsberg (s)	Hamburg-Am'ka Linie	September 17.
Havre and Hamburg.	Bamberg (s)	Hamburg-Am'ka Linie	September 24.
Havre and Hamburg.	Wangburg (s)	Hamburg-Am'ka Linie	October 8.
Havre and Hamburg.	Silvia (s)	Hamburg-Am'ka Linie	Sept. 17, at noon.
Kobe	Izumi Maru (s)	Nippon Yusen Kaisha	Sept. 25, at noon.
Kobe and Yokohama.	Hitchiti Maru (s)	Nippon Yusen Kaisha	Sept. 26, Daylight.
Yokohama and Kobe.	Trieste (s)	Sander, Wiedler & Co.	Sept. 17, p.m.
Liverpool	Pyrrhus (s)	Butterfield & Swire	September 20.
London	Dardanus (s)	Butterfield & Swire	September 16.
London	Diomed (s)	Butterfield & Swire	September 30.
London	Nestor (s)	Butterfield & Swire	October 14.
London	Ceylon (s)	P. & O. S. N. Co.	Sept. 19, at noon.
London, &c.	Paramatta (s)	P. & O. S. N. Co.	Sept. 13, at noon.
Marseilles, London &c.	Hakata Maru (s)	Nippon Yusen Kaisha	Sept. 22, at 4 p.m.
Marseilles v. Saigon.	Laos (s)	Messageries Maritimes	Sept. 23, Daylight.
Manila	Rosetta Maru (s)	Mitsui Bussan Kaisha	Sept. 13, at 4 p.m.
Manila	Yuen-sung (s)	Jardine, Matheson & Co.	Sept. 16, at 4 p.m.
Manila	Rubi (s)	Shawson, Thomas & Co.	Sept. 18, at 4 p.m.
Nagasaki, Kobe, Ym.	Yamato Maru (s)	Nippon Yusen Kaisha	Sept. 26, at noon.
New York v. San Francisco.	Arctik (s)	Nippon Yusen Kaisha	October 26, 29.
New York v. Suez Canal.	Glenroy (s)	McGregor Bros. & Co.	September 17.
New York v. Suez Canal.	Alfon (s)	Shawson, Thomas & Co.	September 22.
Shanghai	Valetta (s)	P. & O. S. N. Co.	About Sept. 13.
S'land and Portland, Or.	Indrasamma (s)	Portland & A. S. Co.	September 13.
Shanghai, Kobe, &c.	Yamato (s)	Nippon Yusen Kaisha	Sept. 13, Daylight.
S'pore, P'ang, Bombay.	Nankin (s)	P. & O. S. N. Co.	Sept. 17, at 4 p.m.
S'pore, P'ang, Calcutta.	Nippon (s)	Sander, Wiedler & Co.	Sept. 19, at noon.
Swatow	Thules (s)	Dogsdag Laprak & Co.	Sept. 13, at 4 p.m.
Stow, Amoy & Ningbo.	Haiderzur Maru (s)	Ozaka Shosen Kaisha	Sept. 17.
Stow, Amoy & Ningbo.	Amoying Maru (s)	Ozaka Shosen Kaisha	September 24.
Stow, Amoy & Tamsui.	Daiichi Maru (s)	Ozaka Shosen Kaisha	Sept. 21.
Stow, Amoy & Tamsui.	Waijui Maru (s)	Ozaka Shosen Kaisha	September 14.
Swatow & Shanghai.	Doonung (s)	Butterfield & Swire	Sept. 14.
Sydney and Melbourne.	Kuano Maru (s)	Nippon Yusen Kaisha	October 4, at noon.
Vancouver (B.C.) &c.	Empress of Japan (s)	Canadian P. & O. Co.	Oct. 24.
Vancouver (B.C.) &c.	Athenian (s)	Canadian P. & O. Co.	Oct. 8.
Vancouver (B.C.) &c.	Empress of China (s)	Canadian P. & O. Co.	October 22.
Victoria, B.C., Seattle.	Kiushu Maru (s)	Nippon Yusen Kaisha	Sept. 22, at 4 p.m.
Victoria, B.C., Tacoma.	Glenogle (s)	Dodwell & Co. Limited	September 20.
Victoria, B.C., Tacoma.	Pleides (s)	Dodwell & Co. Limited	October 4.
Victoria, B.C., Tacoma.	Victoria (s)	Dodwell & Co. Ltd	October 18.
Yokohama, Japan, &c.	Hyon (s)	Butterfield & Swire	October 2.
Ym. Shai, Moji, Kobe.	Sootra (s)	P. & O. S. N. Co.	About Sept. 20.

SHARE LIST.—QUOTATIONS.

SEPTEMBER 12, 1902.

Stocks.	No. of Shares.	Value.	Profit or Loss.	Closing Quotations.
RAMES.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	0	5505, sales & buyers
National Bank of China, Limited ..	10,970	£ 10	8	100, London, £93
	28,955	£ 10	8	257, sellers

FIRE INSURANCE		FIRE INSURANCE	
China Insurance Co., Ltd.	10,000	290	50
North-China Insurance Co., Ltd.	10,000	100	20
Strait Insurance Co., Ltd.	10,000	100	20
Yong Sang Insurance Association, Ltd.	8,000	100	20
China Fire Insurance Co., Ltd.	20,000	100	20
Hongkong Fire Insurance Co., Ltd.	8,000	250	50
DOCK, ETC.			
H'kong & Whampoa Dock Co. Ltd.	60,000	50	all
Gao, Fenwick & Co., Limited	6,000	25	5
New Amoy Dock Co., Ltd.	6,000	63	63
S. C. Farnham, Boyd & Co. Ltd.	55,700	100	100
NEEDLANTS, TUGS, ETC.			
China and Manila S. S. Co., Ltd.	20,000	50	50
Douglas Steamship Co., Limited	20,000	50	50
H.K. Co. & M. Steamboat Co. Ltd.	80,000	15	15
Indo-China S. N. Company, Limited	20,000	10	all
Star Ferry Company, Ltd.	10,000	10	10
Shall Transport & Towing Co., Ltd.	10,000	10	5
Shanghai Tug Boat Co., Ltd.	2,000	100	100
Taku Tug and Lighter Co., Ltd.	8,600	50	50
Shanghai Cargo Boat Co., Ltd.	6,000	100	100
Co-operative Cargo Boat Co., Ltd.	3,000	100	100
SUGAR, ETC.			
China Sugar Company, Limited	50,000	100	all
Uzoon Sugar Company, Limited	7,000	100	all

Perak Sugar Cultivation Co., Ltd.....	7,000	Tls. 50	Tls 50	Tls 77½	buyers
WHEARING.					
H.K. & Kwai. Wharf & Godown Co.	30,000	£ 50	all	384, buyers	
Shanghai and Hongkong Wharf Co.....	20,100	Tls 100	Tal100	Tls 305, buyers	
WAP AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited	50,000	£ 100	100	3172, sellers	
Shanghai Land Investment Co., Ltd.	30,000	Tls 50	Tls 50	Tls 117½, sales	
Kowloon Land and Building Company	6,000	£ 50	50	330, sellers	
..... Party	3,764	Tls 25	Tls 25	Tls 184, sellers	
Humphreys Estate & Finance Co., Ltd.	100,000	£ 10	all	313, buyers	
West Point Building Co., Limited.....	12,500	£ 50	50	3472, sellers	
TRAMWAYS.					
H.K. High-Level Tramway Co., Ltd.....	1,250	£ 100	all	334½, buyers	
MINING.					
Jobebu Mining & Trading Co., Ltd.....	60,000	£ 5	all	312, buyers	
New Punjom Mining Co., Ltd.....	60,000	£ 10	all	344, buyers	
..... Preference shares.....	20,000	£ 1	all	31, sellers	
Société Française des Charbon- nages du Tonkin.....	15,000	Fr. 250	all	3550	
Raub Aust. Gold Mining Co., Ltd.....	200,000	£ 1	18/10	35	
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.....	12,000	£ 50	all	3131	
Oriente Hotel, Manila	7,000	£ 50	50	345, sellers	
Astor House Hotel Ltd. (Hinstein).	2,000	Tls 50	Tls 50	160 sellers	
Astor House Hotel Co., Ltd. (S'hai)	4,500	Tls 10	160	350, nominal	
POWER.					
A. S. Watson & Co., Limited.....	60,000	£ 10	all	314½, sellers	
Watkins Limited	10,000	£ 10	10	37, buyers.	
LIGHTING.					
H.K. and China Gas Co., Limited.....	7,000	£ 10	all	3140, buyers	
Shanghai Gas Company, Ltd.....	60,000	Tls 50	Tls 50	Tls 120, sales	
Hongkong Electric Co., Limited	30,000	£ 10	10	313, sellers	
New Electrica "New" Co., Ltd.....	30,000	£ 10	5	36½, sellers	
BRICK AND CEMENT.					

Green Island Cement Co., Ltd.	50,000	\$	10	\$	10	\$14 $\frac{1}{2}$ sellers
MISCELLANEOUS.						
Manila Investment Co., Ltd.	20,000	\$	50	\$	50	\$20, sellers
Mt. A. Asbestos Estate Agency, Ltd.	8,604	£	12/6	£	12/6	\$1, buyers
U. S. Asbestos Oriental Agency, Limited	1,000,000	\$	10	\$	1	\$84, sellers.
	100 tons	\$	10	\$	10	\$165, buyers
Hongkong Bakery Company, Ltd.	100	\$	50	\$	5	\$40
Th. Steam Tugboat Co., Ltd.	7,000	£	5	£	7	\$12, buyers
Hongkong Dairy Farm Co., Ltd.	8,000	\$	7	\$	7	\$12, buyers
Hongkong Ice Company, Limited	5,000	\$	15	\$	all	\$240, buyers
Shanghai Waterworks Co., Ltd.	7,200	£	2	£	20	\$70, buyers
Telmar Planting Company, Ltd.	20,000	\$	5	\$	5	nominal
H. Kong Rope Manufacturing Co., Ltd.	10,000	£	all	£	all	\$145, sellers
H. K. Cotton Spinning Co., Ltd.	1,600	\$	10	\$	10	\$174, sales & buyers
Bao Cotton Spinning and Weaving Co., Ltd.	17,500	Tls.	1	Ts	100	\$40, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls.	100	Ts	100	Ts. 33, sellers
Laoe-Kung-Mow Cotton Spinning Co., Ltd.	8,000	Tls.	100	Ts	100	Ts. 45, sellers
Suey Cotton Spinning Co., Ltd.	2,000	Tls.	500	Ts	500	Ts. 150
China Provident Loan Mortgage Co., Ltd.	50,000	\$	10	\$	10	\$9.50, sellers
China Dyeing Company, Ltd.	7,500	\$	20	\$	15	\$20, sellers
Universal Trading Co.	20,000	\$	20	\$	20	\$44, sellers
Y. K. Finance Co., Ltd.	9,300	\$	10	\$	10	\$65
Campbell, Moore & Co., Limit ed.	1,200	\$	10	\$	1	\$35, ex div., sellers
Wm. Powell, Limited	12,000	\$	10	\$	10	\$9, sales.
CIGAR COMPANIES.						
Philippine Tobacco Trust Co., Ltd.	20,000	\$	50	\$	50	\$45, sellers
Alambra Limited.	200	\$	500	\$	500	\$60, Nom.

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886 2 Tls.	787,300 Tls.	2507 7 p. annum	10 % prem.	

VERNON and SMYTH *Share-brokers.*

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